

IN THE SPECIFICATION:

Please amend paragraphs [007], [008], [015], [038], [041], [052], [053] and [062], as well as the heading between paragraphs [021] - [022], as shown below, in which deleted terms are shown with strikethrough and added terms are shown with underscoring.

Paragraph [007]

For achieving this object, the invention in a first one of its ~~first~~ aspects provides a tire pressure monitoring system comprising: a sensor unit installed at each of the tires and including at least a pressure sensor that produces an output representing air pressure of the tire and a transmitting antenna that transmits the output of the pressure sensor; a monitoring unit having a receiving antenna and an alarm section, the monitoring unit receiving the output ~~of the~~ transmitted by the pressure sensor through the receiving antenna, comparing the output with a predetermined value to determine whether the tire pressure is proper, and informing a result of the determination to an operator by the alarm section; a battery mounted on the vehicle and connected to the alarm section through an ignition switch to supply operating power to the alarm section; and an operating switch installed in a compartment of the vehicle to be operable by the operator for supplying the operating power to the alarm section by connecting the battery to the alarm section, while bypassing the ignition switch.

Paragraph [008]

For also achieving this object, the invention in a second one of its ~~second~~ aspects provides a system for monitoring pressure of tires mounted on a vehicle, comprising: a sensor unit installed at each of the tires and including at least a pressure sensor that produces an output representing air pressure of the tire and a first transmitting antenna that transmits the output of the pressure sensor; a monitoring unit having a first receiving antenna, a ~~first~~ second transmitting antenna and a first alarm section, the monitoring unit receiving the transmitted output of the pressure sensor through the first receiving antenna, comparing the output with a predetermined value to determine whether the tire pressure is proper, and informing a result of the determination

to an operator by the first alarm section; and a portable terminal device to be carried by the operator when the operator is outside the vehicle and having a second receiving antenna installed at the portable terminal device and a second alarm section; wherein the monitoring unit transmits the result of the determination to the portable terminal device through the second transmitting antenna and the second receiving antenna to inform the result of the determination to the operator by the second alarm section.

Paragraph [015]

FIGS. 6A and 6B are is a set of time charts showing the tire pressure and other detection/transmission operations of the sensor unit illustrated in FIG 2;

Paragraph [038]

The signals representing the pressures of the four tires 14 transmitted from the sensor units 16 through the transmitting antennas 32 42 are input to the CPO 52 through the receiving antennas 40 and the input values are compared with a first predetermined value in a pressure comparison block 52a. The first predetermined value is a value obtained by multiplying RCP by 1.3 (where RCP is the Recommended Cold Pressure: the proper tire pressure value for the type of the vehicle after the vehicle has stood long enough for the tire to completely cool).

Paragraph [041]

When the pressure comparison block 52a finds that the input values (detected tire pressures) are all lower than the first predetermined value, the CPO 52 causes the input values to be compared with a second predetermined value in a warning determination block ~~52a~~ 52b. The second predetermined value is a value obtained by multiplying RCP by 0.8.

Paragraph [052]

FIGS. 6A and 6B are is a set of time charts showing the tire pressure and other detection/transmission operations of the CPU 52.

Paragraph [053]

FIG 6A is a time chart of the operation when the tire pressure is normal, i.e., when at least the tire pressures are lower than the first predetermined value and equal to or higher than the second predetermined value. It should be noted, however, that the tire temperature being lower than the predetermined temperature can made a condition for deeming the tire pressure to be abnormal, in addition to the condition of normal tire pressure.

Paragraph [062]

The explanation will be continued with reference to FIG 6B. FIG 6B is a time chart for when a tire is abnormal, i.e., when the tire pressure is equal to or higher than the first predetermined value or lower than the second predetermined value.

Heading between Paragraph [021] and Paragraph [022]

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS